

A Narrative of the
V I C T O R Y
Obtained by the
English and Dutch Fleet,
Commanded by Admiral *RUSSELL,*
Over That of *FRANCE,*
NEAR
LA - H O G U E,
In the Year 1692.

Containing a more particular account than has yet
been given of That *ENGAGEMENT*, the most
memorable in the course of the two last Wars
between *Great Britain* and *France*.

AND
An Account of the Engagement,
Drawn up by
Sir Cloudesly Shovel's directions.

With *LISTS* of the *FLEETS*.

The whole now first published from the Original Journal of the
Rev. Mr. *Richard Allyn*, B.D. Fellow of *Corpus Christi* College,
OXFORD; and Chaplain of Their *MAJESTIES* Ship
The CENTURION (Captain *Wivill* Commander), who
was in the Action.

To which are added,
TWO LETTERS written upon the Occasion by
Admiral *Russell* and Sir *Ralph Delaval*.

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[Price One Shilling.]

PROTIV

An Account of the Engagements

Dr. Charles Scott, Jr.

573714 out to 27211 MW

TWO LETTERS FROM THE EDITOR



A LIST of the *ENGLISH* and *DUTCH* FLEET,

Designed for the Summer's Expedition, 1691.

As drawn into Line of Battle *June 3.* near *Beachy-Head.*

☛ The *English* to lead with the Lar-board, and the *Dutch* with their Star-board Tacks on board.

English RED Squadron.

<i>Fire-ships & Attenders.</i>	<i>Rate.</i>	<i>Ships Names.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Commanders Names.</i>	<i>Divisions</i>
	2	Albermale	96	660	Sir Fr. Wheeler	
	4	Happy-Return	50	280	Capt. Monk	
	3	Burford	70	460	Cap. Harlow	
	3	Mountague	60	355	Cap. Foulks	
	2	Van-guard	96	660	Cap. Carter	
Fox Fire-Ship	1	Victory	100	780	Sr. John Ashby	<i>Vice-</i>
Speedwell Fire-ship	3	Grafton	70	460	Cap. Bokenham	<i>Admiral.</i>
Dolphin Fire-ship	4	Forefight	50	230	Cap. Gillam	
Mermaid Frigate, 30 G.	3	Berwick	70	460	Cap. Martin	
	3	Harwich	70	420	Cap. Robinson	
	3	Plymouth	60	340	Cap. Main	
Concord Hospital-Ship	3	Royal-Oak	70	470	Cap. Bing	
Fubbs Yacht	4	Deptford	50	230	Cap. Carr	
James Gally Frig. 30 G.	3	Exeter	70	460	Cap. Mease	
Griffin Fire-ship	1	St. Andrew	100	730	Lord Berkly	
Spy Fire-ship	1	Britannia	100	815	Mr. Ruffel	<i>Admiral.</i>
Roe-Buck Fire-ship	3	Elizabeth	70	460	Cap. Priestman	
	3	War-sfight	70	400	Cap. Fairbourn	
Grey-hound Frig. 18 G.	2	Sandwich	96	660	Cap. Hastings	
Society Hospital Ship	4	Chatham	50	230	Cap. Leader	
	3	Hope	70	463	Cap. Pickard	
	3	Dreadnought	60	355	Cap. Beaumont	
	3	Restauration	70	460	Cap. Gothe	
	2	St. Michael	90	600	Cap. Hobson	
Owner's Love Fire-ship	2	Neptune	96	660	Mr. Rook	<i>Rear-</i>
Flame Fire-ship	3	Essex	70	460	Cap. Bridges	<i>Admiral.</i>
Strombelo Fire-ship	3	Lenox	70	460	Cap. Mondy	
	4	St. Albans	50	230	C. Fitz-Patrick	
	3	Sterling-Castle	70	460	Cap. Waters	

The LINE of BATTLE, continued.

English BLUE Squadron.

Fire-ships & Attenders.	Rate.	Ships Names.	Guns.	Men.	Commanders Names.	Divisions
	3	Captain	70	460	Capt. Jones	
	*3	Lyon	60	340	Cap. Wiseman	
	3	Kent	70	460	Cap. Nevill	
	3	Resolution	70	420	Lord Danby	
Lightning Fire-ship	1	London	100	730	Sir Cl ^y Shovel	Rear-Admiral.
Blaze Fire-ship	2	Offory	96	660	Cap. Tyrrell	
Phaeton Fire-ship	4	Centurion	50	230	Cap. Wivell	
	3	Edgar	70	445	Cap. Torpley	
	3	Cambridge	70	420	Cap. Leftock	
Spencer Hospital Ship	*3	Monk	60	340	Cap. Hoskins	
Salamander Yachat	2	Dutchess	96	660	Cap. Clemmons	
Milford Frigat 30 Guns	3	Swiftsure	70	420	Cap. Clark	
Vesuvius Fire-ship	2	Coronation	96	660	Cap. Skelton	
Wolf Fire-ship	2	Duke	96	660	Mr. Killigrew	Admiral.
Vultur Fire-ship	3	Eagle	70	460	Cap. Lake	
	3	Defiance	70	420	Cap. Gourney	
Saldadoes Frigat 18 G.	*4	Bonadventure	50	230	Cap. Hubbard	
Baltimore Hospital Ship	3	Northumberl ^d .	70	460	Cap. Cotton	
	3	Monmouth	70	400	Cap. Rayns	
	3	Suffolk	70	460	Cap. Billop	
	*4	Woolwich	50	230	C. Kempthorn	
Hunter Fire-ship	2	Katharine	90	540	Cap. Cornwall	
Hound Fire-ship	1	Sovereign	100	815	Sir Ra. Delavall	Vice-Admiral.
Vulcan Fire-ship	3	Hampton Court	70	460	Cap. Gradon	
	4	Chester	50	230	C. Chamberlyn	
	3	Expedition	70	460	Cap. Dover	
Sheernefs Frigat, 30 G.	3	York	60	460	Cap. Dean	
Hopewell Fire-ship	2	Windfor-Castle	96	660	Cap. Churchill	

The Ships that have this Asterisk * before their Names were left to observe the French Ships at Dunkirk, when the Fleet sailed from the Downs.

The

The LINE of BATTLE, continued.

The DUTCH Fleet.

<i>Fire-ships and Attenders.</i>	<i>Ships Names.</i>	<i>Commanders Names.</i>	<i>Guns.</i>	<i>Men.</i>
	Stadtenlandt	Verfton Roofe	52	240
	Brandenberg	Vandergoes	92	500
	Zurick-Zee	Evertfe	60	350
	Maagt. Van Dort.	Vandercolk	60	325
	Hollandt	Van Lyle	72	370
	Zelandt	Vandepatt	90	520
Des Harden Brandr	Reygersberg	Stilio	70	350
Orang-boon Brandr	Lergoes	Marten's Barente	54	230
	Verce	Moffetman	60	330
	Ripperda	Lyn's Lager's	50	210
	Amfterdam	Amfterdam	64	325
	Castricon	Meduchten	50	240
	Prins Kend Caffimer	Vandellip	74	330
	Leyden	Ducher	64	325
	Princels	Schey	90	560
	Commett-Starr	Bontamantell	64	325
Ses Port Snew	Schatter-hoeffe	Baron Van Naffenan	50	210
Ses Gebroders Brandr	Captain-General	Convent	84	500
Croonwyn Frig.	D' Prince	Almonde	92	500
D' Paw Frig.	Gelderlandt	Grauf Van Naffaw	72	370
Verfuvious Brandr	Nimwegen	Grauf Van Bentham	52	210
	Harlemme	Manart	64	325
	Calans Seg	Vanderdupen	64	325
	Frisia	Hidde de Trias	78	330
	Schielandt	Van Zechterren	58	270
	Uflew	Van Barkell	64	355
	Province Van Utrecht	Zacare	50	210
D' Son Brandr	Schedam	Vandergoes	50	210
D' Faam Frig.	Alkmœre	Vanderpute	50	210
Mercurious Brandr	West-Friezlandt	Maijs	82	450
	Casteel Van Mendenblick	Cottenbourgh	86	500
	D'Maaze	Pieterfon	70	346
Mercurious Frig.	Gelderlandt	Paradys	64	325
Wybourg Brandr	Seaven Provintie	Snufle	76	450
	Walrendie Crane	Evert de Liefede	76	450

The

The Number of
S H I P S, M E N, G U N S, &c.
 in the Fleet before-mentioned.

E N G L I S H.

Capital Ships of the First Rate	5	} 57
Second Rate	11	
Third Rate	32	
Fourth Rate	9	
Fireships, Frigates, Yatches and Tenders.	31	
	88	
Men	26898	
Guns	3174	

D U T C H.

Capital Ships	35	} 47
Fire-ships and Attenders	12	
Men	12056	
Guns	2348	

THE

A LIST of the *ENGLISH* and *DUTCH* FLEET,

Designed for the Summer's Expedition, 1691.
As drawn into Line of Battle *June 3.* near *Beachy-Head.*

☛ The *English* to lead with the Lar-board, and the *Dutch* with their Star-board Tacks on board.

English RED Squadron.

<i>Fire-ships & Attenders.</i>	<i>Rate.</i>	<i>Ships Names.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Commanders Names.</i>	<i>Divisions</i>
	2	Albermale	96	660	Sir Fr. Wheeler	
	4	Happy-Return	50	280	Capt. Monk	
	3	Burford	70	460	Cap. Harlow	
	3	Mountague	60	355	Cap. Foulks	
	2	Van-guard	96	660	Cap. Carter	
Fox Fire-Ship	1	Victory	100	780	Sr. John Ashby	<i>Vice-</i>
Speedwell Fire-ship	3	Grafton	70	460	Cap. Bokenham	<i>Admiral.</i>
Dolphin Fire-ship	4	Forefight	50	230	Cap. Gillam	
Mermaid Frigat, 30 G.	3	Berwick	70	460	Cap. Martin	
	3	Harwich	70	420	Cap. Robinson	
	3	Plymouth	60	340	Cap. Main	
Concord Hospital-Ship	3	Royal-Oak	70	470	Cap. Bing	
Fubbs Yacht	4	Deptford	50	230	Cap. Carr	
James Gally Frig. 30 G.	3	Exeter	70	460	Cap. Mease	
Griffin Fire-ship	1	St. Andrew	100	730	Lord Berkly	
Spy Fire-ship	1	Britannia	100	815	Mr. Russel	<i>Admiral.</i>
Roe-Buck Fire-ship	3	Elizabeth	70	460	Cap. Priestman	
	3	War-spight	70	400	Cap. Fairbourn	
Grey-hound Frig. 18 G.	2	Sandwich	96	660	Cap. Hastings	
Society Hospital Ship	4	Chatham	50	230	Cap. Leader	
	3	Hope	70	463	Cap. Pickard	
	3	Dreadnought	60	355	Cap. Beaumont	
	3	Restauration	70	460	Cap. Gother	
	2	St. Michael	90	600	Cap. Hobson	
Owner's Love Fire-ship	2	Neptune	96	660	Mr. Rook	<i>Rear-</i>
Flame Fire-ship	3	Essex	70	460	Cap. Bridges	<i>Admiral.</i>
Strombelo Fire-ship	3	Lenox	70	460	Cap. Mondy	
	4	St. Albans	50	230	C. Fitz-Patrick	
	3	Sterling-Castle	70	460	Cap. Waters	

The LINE of BATTLE, continued.

English BLUE Squadron.

Fire-ships & Attenders.	Rate.	Ships Names.	Guns.	Men.	Commanders Names.	Divisions
	3	Captain	70	460	Capt. Jones	
	*3	Lyon	60	340	Cap. Wiseman	
	3	Kent	70	460	Cap. Nevill	
	3	Resolution	70	420	Lord Danby	
Lightning Fire-ship	1	London	100	730	Sir Cl ^y Shovel	Rear-
Blaze Fire-ship	2	Offory	96	660	Cap. Tyrrell	Admiral.
Phaeton Fire-ship	4	Centurion	50	230	Cap. Wivell	
	3	Edgar	70	445	Cap. Torpley	
	3	Cambridge	70	420	Cap. Leftock	
Spencer Hospital Ship	*3	Monk	60	340	Cap. Hoskins	
Salamander Yachat	2	Dutchess	96	660	Cap. Clemmons	
Milford Frigat 30 Guns	3	Swiftsure	70	420	Cap. Clark	
Vesuvius Fire-ship	2	Coronation	96	660	Cap. Skelton	
Wolf Fire-ship	2	Duke	96	660	Mr. Killigrew	Admiral.
Vultur Fire-ship	3	Eagle	70	460	Cap. Lake	
	3	Defiance	70	420	Cap. Gourney	
Saldadoes Frigat 18 G.	*4	Bonadventure	50	230	Cap. Hubbard	
Baltimore Hospital Ship	3	Northumberl ^d .	70	460	Cap. Cotton	
	3	Monmouth	70	400	Cap. Rayns	
	3	Suffolk	70	460	Cap. Billop	
	*4	Woolwich	50	230	C. Kempthorn	
Hunter Fire-ship	2	Katharine	90	540	Cap. Cornwall	
Hound Fire-ship	1	Sovereign	100	815	Sir Ra. Delavall	Vice-
Vulcan Fire-ship	3	Hampton Court	70	460	Cap. Gradon	Admiral.
	4	Chester	50	230	C. Chamberlyn	
	3	Expedition	70	460	Cap. Dover	
Sheernefs Frigat, 30 G.	3	York	60	460	Cap. Dean	
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The LINE of BATTLE, continued.

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<i>Fire-ships and Attenders.</i>	<i>Ships Names.</i>	<i>Commanders Names.</i>	<i>Guns</i>	<i>Men.</i>
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	Brandenberg	Vandergoes	92	500
	Zurick-Zee	Evertfe	60	350
	Maagt. Van Dort.	Vandercolk	60	325
	Hollandt	Van Lyle	72	370
	Zelandt	Vandepatt	90	520
Des Harden Brand ^r	Reygerfberg	Stilio	70	350
Orang-boon Brand ^r	Lergoes	Marten's Barente	54	230
	Verce	Moffetman	60	330
	Ripperda	Lyn's Lager's	50	210
	Amfterdam	Amfterdam	64	325
	Castricon	Meduchten	50	240
	Prins Kend Caffimer	Vanderlip	74	330
	Leyden	Ducher	64	325
	Princcs	Schey	90	560
	Commctt-Starr	Bontamantell	64	325
Ses Port Snew	Schatter-hoeffe	Baron Van Naffenan	50	210
Ses Gebroders Brand ^r	Captain-General	Convent	84	500
Croonwyn Frig.	D' Prince	Almonde	92	500
D' Paw Frig.	Gelderlandt	Grauf Van Naffaw	72	370
Verfuvious Brand ^r	Nimwegen	Grauf Van Bentharn	52	210
	Harlemme	Manart	64	325
	Calans Seg	Vanderdupen	64	325
	Friffia	Hidde de Trias	78	330
	Schielandt	Van Zechterren	58	270
	Uflew	Van Barkell	64	355
	Province Van Utreacht	Zacare	50	210
D' Son Brand ^r	Schedam	Vandergoes	50	210
D' Faam Frig.	Alkmœre	Vanderpute	50	210
Mercurious Brand ^r	West-Friezlandt	Maijs	82	450
	Casteel Van Mendenblick	Cottenbourgh	86	500
	D'Maaze	Pieterfon	70	346
Mercurious Frig.	Gelderlandt	Paradys	64	325
Wybourg Brand ^r	Seaven Provintie	Snuffe	76	450
	Walrendie Crane	Evert de Liefede	76	450

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SHIPS, MEN, GUNS, &c.
in the Fleet before-mentioned.

E N G L I S H.

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	<hr/>		
Men	26898		
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D U T C H.

Capital Ships	35	}	47
Fire-ships and Attenders	12		
Men	12056		
Guns	2348		

THE

THE
Rev^d. Mr. *Richard Allyn's*
NARRATIVE
OF THE
Victory at LA-HOGUE, &c.
In the Year 1692.

MARCH 25. 1691. the *Admiralty Board* granted me a Warrant to be Chaplain to Their Majesty's Ship the *Centurion*, Captain *Francis Wivel* Commander.

Mar. 26. I deliver'd my Warrant to the Captain on board his Ship near *Deptford*; who having entered my Name in his own Book, went with me to *Deptford* to the Clerk of the Checque's Office, and order'd one who belong'd to the Office (shewing him my Warrant) to enter my Name in the Muster Roll.

Mar. 28. I went to *Oxford*,* and having shewn our *President* my Warrant, and desiring him to call a meeting of the Seniors, to grant me leave to be absent; he accordingly

* Mr. *Allyn* was Fellow of *Corpus Christi College, Oxford*.

did it, and leave was granted me, *Abesse a Collegio, ultra tempus per Statuta limitatum, in obsequium Regis et Reginae*——

Apr. 19, 1692. About noon I came on board the *Centurion* at *Plymouth*, soon after it blew fresh at South-west, and we could not well weigh.

Apr. 20. This morning we had fair weather and a gentle Southerly wind. about seven we came to sail. We turned out about two Leagues, but the wind coming to the Eastward of the South, about twelve we anchored off of *Causin*. About three it began to blow fresh, at which time we weighed, and we anchored in the *Sound*. In the evening it blew a perfect Storm at South-south-east, (the worst of winds in that Road.) A Merchant-man hard by us, flipt and ran into *Ham-Ouse*. The wind continued extraordinary hard all night; We got the Sheet-Anchor over the side, and expected to go ashore every minute.

Apr. 21. This morning the Wind came about to the South-west, and all day blew fresh. At eight at night we weigh'd, and stood off South-south-east, until twelve: about which time it began to blow a mere fret of Wind West-south-west; and we lay by under a Main-sail reev'd, expecting that even that would have been blown away from the Yard. But though the Wind was so boisterous,

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upon his marrow-bones, and began to pray, "*Lord have mercy upon me*", — *Christ have mercy, &c.&c.* to the *Lord's Prayer*: All the while old *Robin* was near him, and between every sentence cry'd out; *Ah, you lubberly Dog!* "*Ah you Coward! Z—ds, thou hast not got the heart of a Flea*". Poor *George* thus disturbed at his devotion, would look over his shoulder, and at the end of every petition would make answer to old *Robin*, with a "*G—d d—mn you, you old Dog, can't you let a body pray at quiet for you, Ha! A plague rot you, let me alone, can't ye*"? Thus the one kept praying and cursing, and t' other railing for half an hour, when a great Log of wood by the rowling of the Ship, tumbled upon *George's* Legs, and bruised him a little; which *George* taking up into his Hands, and thinking it had been thrown at him by old *Robin*, let fly at the old Fellow, together with a whole Broad-side of Oaths and Curses; and so they fell to boxing. I mention this only to show the incorrigible senselessnes of such Tarpawlin Wretches in the greatest extremity of Danger.

Apr. 22. From twelve at Night till four this Morning we lay by, when the wind began to abate somewhat; then we furl'd our Main-sail, and went away only with the Clew of our Fore-sail, the *Start* then bearing from us North, about three or four Leagues off; it blew so hard, (the Wind still westerly) that
we

we could get no other Sail, until eight, at which time we were abreast of *Portland*, so that in four hours with so small Sail we run at least sixteen Leagues. At eight we could set our Top-fails, and all day after we had good Weather and a fresh Gale; so that at six in the Evening we anchored at *St. Helen's*, seeing Rear-Admiral Carter with his Squadron at Anchor in at *Spithead*.

Apr. 23. At seven this Morning we weighed, and between eight and nine anchored at *Spithead*, and joined Rear-admiral *Carter*. All day we had hard Gales at South-west, and squally Weather,

Apr. 24. All the forepart of the day it blew fresh at South-west; about five in the Evening the Wind came up at North-west. The Rear-Admiral soon gave his Signal for weighing. Between six and seven we all weighed; and the wind coming about again to the South-west, we were all forced to bring too about nine in *St. Helen's Road*.

Apr. 25. Thick weather all day, and the Wind South-west; at night it came Westerly, and clear weather.

Apr. 26. At one this Morning on the Ebb we all weighed. The Ships Names and Attenders are as follow.

The

The LINE of BATTLE.

The *Tyger* leads with the Starboard, and *Centurion* with the Larboard
Tacks on Board.

<i>Fire Ships and Attenders.</i>	<i>Ships Names.</i>	<i>Guns.</i>	<i>Rear-Admiral.</i>
<i>Isabella-Yacht.</i>	<i>Tyger Prize</i> — —	50	
<i>Hound Fire-Ship.</i>	<i>Charles-Gally</i> — —	36	
<i>Roe-Ketch.</i>	<i>Monmouth</i> — —	66	
	<i>Montague</i> — —	60	
	<i>Deptford</i> — —	54	
	<i>Julian Prize</i> — —	14	
	<i>Virgin</i> — —	36	
	<i>Centurion</i> — —	52	

We

We stood off South-south-west with a very fresh gale at West-north-west and close weather. At noon the Needles bore North six Leagues off; when the Wind sprung up hard Northerly, and put us off our Top-sails. At nine at night we lay by, and so continued with our heads to the Westward until —

Apr. 27. This Morning four o'clock, when we had fair Weather and a brisk Northerly Gale. At twelve the Caskets bore North-east about two Leagues off; and about four in the Evening anchored in *Guernsey Road*. The Inhabitants of the Island we found in a great consternation, being very jealous that the *French* had a design to make an Invasion there; they having received certain advice of great Preparations which the *French* were making about *Havre-de-Grace* and other parts of *Normandy*, for an Imbarkation; and having seen several Shallops, Sloops, &c. within this fortnight, to the number of some hundreds pass by on this side to the Eastward, in order, (as they supposed,) to take in Soldiers. The Island is very plentiful, and all things extraordinary cheap. The best Cyder is sold at a Penny a quart, and best Claret at 3 *l.* a Hogshead. Our Purser and I took a walk some Miles into the Country, which abounds with neat regular Orchards and all sorts of Tillage. Primroses and Violets were almost the only weeds we could see. The Country People speak no
English,

English, and we could not speak *French* enough to make them understand us, so that we were very hard put to it to find our way again to the Town. My Lord *Monmouth* their Governor came over with us to put the place in a Posture of Defence, in case the *French* should attempt to land there. It is about fifteen Miles about, and can raise of its own Inhabitants between three and four Thousand Men, besides five Companies of Soldiers lately sent thither from *England*. The Castle at the side of *St. Peter's-Port* (the only Town) was almost gone to Ruin, but they are repairing it now as fast as they can. This Castle makes an Island of itself, about the bigness of *St. Nicolas's Island* near *Plymouth*, and the coming to it is as difficult ; and indeed the whole Coast hereabout is very dangerous by reason of sunken Rocks ; and there is scarce any safe anchoring all round the Island, but only in *Guernsey Road* ; and no good landing but with Boats or very small Vessels any where else ; and there's scarce any getting thither without good Pilots. About eight Leagues hence between North-east by North and North-east, lays *Alderney* (or *Ornay*) an Island about seven Miles round, and is pretty well inhabited : about two Leagues East and by North from it, is *Arm*, about half a League East is *Rat-Island*, and about half a League farther East is *Ark*, all three small Islands, and not at all inhabited :
saying

saving that in the biggest of the Three there is a Keeper to look after the Governor's Deer. About three Leagues East and by South from it is *Sark* naturally very strong; being almost inaccessible but at one Place, where nothing but a Boat or Bark can come to Land; and whoever lands there must walk near two hundred yards under ground up a steep Hill, at the upper and lower end of which are two great Gates, before he can get up upon the Plain. This Island is near as big as *Alderney*, and as well inhabited. About seven Leagues East-south-east from *Guernsey* lies *Jersey* which is seven or eight Miles in circumference bigger than it, and is counted much the best, as as well as largest of all the Islands on this Coast.

Apr. 29. The *Sally Rose*, came in from *Jersey*, bringing in Pilots for the Fleet, and four *French* Prisoners supposed to be Spies, who were drove ashore on *Jersey*.

Apr. 30. This Morning the Rear-Admiral called a Consultation of the Commanders, to give their Opinions whether they had best go off of *St. Malo* to attempt any thing upon that Place, or go towards *Havre-de-Grace*, where, by the Prisoners Oaths, and certain Advice from the Islands they were assured, were several hundred Vessels taking in Soldiers for some Descent. They agreed to sail to the Eastward, to endeavour to join Sir *R. Delaval*,
C and

and to see if they could destroy the Imbarkation at *Havre-de-Grace* and other Ports in *Normandy*. This being the Queen's Birthday, it was kept by firing Guns, as is usual at such Solemnities. We fired fifteen, and every other Ship proportionably. As they were firing on board the *Deptford*, the Surgeon's Mate was unhappily killed by one of the Chace-Guns, as he was in the Head easing himself.

May 3. We all unmoor'd having been join'd a day or two before by the *Milford* from *England*.

May 4. Having had for the most part ever since we came hither hard Northerly and Easterly Gales, but now the Weather being good, and a moderate Wind at North-east, at four this Morning we came to sail, and plyed to windward until ten, when the Flood was done; and we anchored, *Cape-de-Hague* bearing North-east and by East, and the Caskets North-north-west, Westerly. At four in the Evening weighed again, and at six anchored. *Cape-de-Hague* East-north-east, and Caskets North-west. This Evening we saw a great Flame on the Hill above *Cape-de-Hague*, which we supposed to be a Beacon set on fire to give notice to the Country of our being on the Coast.

May

May 5. At three this Morning, it being calm and fair Weather, we weighed, and were set through the Race of *Alderny* by the Flood. About six we discovered a Vessel a League or two to the Eastward of us, endeavouring to get in with the Shore: At eight we had a small breeze between the North and East, and all our Boats together with the *Bridget Gally* were ordered to give chase to her, and about ten they drove her ashore near *Cheirburgh* (alias *Sherbrook*) and so left her; about the same time we anchored, *Cape-de-Hague* bearing West-south-west about four Leagues off. It began to be very foggy when we anchored; and so it continued for three or four Hours. At one in the Afternoon, a Vessel came into our Fleet and shew'd *French* Colours, upon which the *Deptford* (which was the nearest Ship to her) put out *Genoese* Colours. She made a Signal to us which we could not answer, so she stood away with all the sail she could make to the Northward. The *Deptford* fired several Guns at her, but none reached her. The Admiral ordered our Ship and the *Tyger* to cut and chase her; which accordingly we did. About three, our Ship being foremost, came within shot of her, and at one Gun she struck to us, being a small King's Ship called in French, *La Volage*, in English, *the Wild*, having eight Guns, four Patareroes, and forty Men; being come from *Havre-de-Grace*,

Grace, and bound for *Brest* with a *Pacquet* for *Monsieur Tourville*, which, when they found they could not get from us, they had thrown overboard. Our Boats not being aboard, we were forced to board her with our Ship; and our Men having never an Officer with them plundered what they pleased, and what was not for their turn, they destroyed or flung over-board. At seven we brought her in to our Fleet, which we found plying to windward between *Cheirburgh* and *Cape Barfleur*. The Captain of her (one *Monsieur du Boccage*) told us that *Monsieur Tourville* was hourly expected on this Coast with about Fifty sail of Men of War, and that a Fleet lately was sailed from *Havre-de-Grace* with *French* and *Irish* Soldierts at least forty thousand for *Brest*, and denied any Imbarkation on this Coast; but he said he met fifty empty Vessels this Morning bound for *Havre-de-Grace*: but his Master and Carpenter confess'd that a great number of Shipping was at *Havre-de-Grace* and *La-Hogue* to take off a great Army thence, in order to land in *England*, that King *James* was with the Army, and that the Coast about *La-Hogue* and *Havre-de-Grace* was the Rendezvous for their Fleet and Imbarkation. We gave most credit to the Officers, often finding the Captain in sundry Tales, and declaring he would tell us nothing which should prejudice his Country. At eleven at night we all came to an Anchor.

May

May 6. At six in the Morning we weighed with a small Easterly Gale and good Weather, and at ten anchored about four Leagues West-north-west from *Cape Barfleur*. This Morning we saw a Vessel two or three Leagues to Eastward of us, which bore down to us; but when she came in within a League of us, she made away. The Admiral ordered the *Bridget-Gally* to chase her, which she did till she came near her, but then was forced to make the best of her way back to the Fleet from her, she proving a small Privateer. This Evening the *St. Albans*, *Chester* and *Faulcon* joined us.

May 7. Fair calm Weather. At eight this Morning we weighed; and at Noon anchored three or four Leagues off of *Cape Barfleur* which bore South-south-east.

May 8. At seven we weigh'd: The Admiral intended to look into *La-Hogue* to see if it was possible to burn the Ships there, but the Pilots would not take upon them to carry any of our Ships of War near that Place, the Wind freshening, and that being a Lee-shoar, the Wind Easterly. We stood close in with *La-Hogue* Bay, and anchored at eight, seeing no Ships there. At ten the *Rupert* and *Portsmouth* joined us, who left Sir *R. Delaval* last Night off the *Wight*. At twelve the *Sally Rose*, came to the Admiral with Orders; whereupon at twelve we weighed, and stood to the Northward,

ward, and at fix in the Evening judged *Cape Barfleur* seven Leagues off, bearing South.

May 9. Fair Weather, and the wind fresh Easterly. At four this Morning we made *Dunmore* to the Northward of us about four Leagues off. At two in the afternoon we all anchored about two Leagues to the Eastward of *Dunmore*, where we joined Sir *R.* having a Squadron with him of about five and twenty *English* Men of War, most of them Third Rates, and himself in the *Berwick*.

May 10. At nine this Morning we all weighed, and at one in the Afternoon anchored at *St. Hellen's*.

May 12. Having had a Flux upon me for above a Week, I went ashore this Evening sick at *Portsmouth*, carrying a sick Ticket with me, dated *May 13*.

[*I am beholden to our Captain's and Lieutenant's Journals for an account of what happened from this time until June 10.*]

May 13. Admiral *Russel*, Admiral *Almonde*, the Admiral and Vice-Admiral of the *Blue*, and Rear-Admiral of the *Red*, joined us at *St. Hellen's*; where now all the *English* are together.

May 14. Several of the *Dutch* joined us.

May

May 15. This afternoon the General made the Signal for all Commanders to come aboard him, where he shewed them a scurrilous Letter, that had been intercepted in its way to *France*, wherein the Officers of the Fleet are basely said to be either Cowards or disaffected to the present Government, whereupon they took occasion all of them to express their Fidelity to their Majesties, and willingness to serve them to the utmost of their Power, in an Address.

May 17. At two in the Morning all unmoored, and at five came to sail, the Wind Northerly and fair Weather. At nine it being calm we anchor'd, bringing *Dunnose* West-south-west, and *Bembridge Point* North. At two in the Afternoon we weighed and stood off till four, then anchor'd, the *Culver-Cliff* North-west and by North five Miles off. This Evening we received the place of Rendezvous, which is *St. Helen's*.

May 18. Fair Weather and little Wind about West-south-west. At ten weigh'd and drew into a Line of Battle. At Noon *Dunnose* bore North-west and by West four or five Leagues off. We stood off South and South and by West.

The

The LINE of BATTLE.

The *English* to lead with the Lar-board, and the *Dutch* with their Star-board Tacks on Board.

<i>Fireships and Attenders.</i>	<i>Rate.</i>	<i>Ships Names.</i>	<i>Men.</i>	<i>Guns.</i>	<i>Command. Names.</i>	<i>Division.</i>	<i>Squadron.</i>
	2	Albemarle — —	660	90	Sir Fran. Wheeler		
	3	Resolution — —	420	70	Good		
	3	Monk — —	340	60	Hoskins		
	3	Expedition — —	460	70	Dover		
	4	* Chatham — —	230	50	Leader		
Half Moon.	2	Windfor Castle	660	90	Lord Danby		
Owners Love.	2	Neptune — —	660	90	Gardner		
Cadiz Merchant	3	* Royal Oak — —	470	70	Bing		
Lightning.	4	Advice — —	230	50	Hawkins		
	3	Northumberland	460	70	Cotton		
	3	Lyon — —	340	60	Wiseman		
						Rook, Vice-Admiral.	Blue.

The LINE of BATTLE, continued.

Fire Ships and Attenders.	Rate.	Ships Names.	Men.	Guns.	Command.Names.	Division.	Squadron.
	3	Berwick —	460	70	Martin		
	3	Defiance —	400	70	Gourney		
	3	Mountague —	355	60	Foulks		
	3	Warspite —	420	70	Grantbam		
	4	Adventure —	200	46	Dilks		
	2	Vanguard —	660	90	Mason		
	1	Victory —	780	100	Stanley		
	2	Dutches —	660	90	Clemmons		
	3	Monmouth —	420	70	Robinson		
	3	Edgar —	445	70	Torpley		
						Sir J. Asby, Admiral.	Blue.

D
Speedwell.
Griffin.
Ætna.
Blaze.

The LINE of BATTLE, continued.

<i>Fire Ships and Attenders.</i>	<i>Rate.</i>	<i>Ships Names.</i>	<i>Men.</i>	<i>Guns.</i>	<i>Command. Names.</i>	<i>Division.</i>	<i>Squadron.</i>
	3	Sterling Castle—	460	70	<i>Waters</i>		
	3	Dreadnought —	365	60	<i>Cole</i>		
	4	Crown —	230	50	<i>Warren</i>		
	3	Suffolk —	460	70	<i>Billop</i>		
Thomas and	4	Woolwich —	230	50	<i>Mins</i>		
Elizabeth.	2	Offory —	660	90	<i>Tyrrell</i>		
Vesuvius.	2	Duke —	660	90	<i>Wright</i>		
Hunter.	3	* Cornwall —	—	80	<i>Boys</i>		
	3	Effex —	460	70	<i>Bridges</i>		
	4	Deptford —	230	50	<i>Carr</i>		
	3	Hope —	460	70	<i>Robinson</i>		
						<i>Carter Rear- Admiral.</i>	<i>Blue.</i>

The LINE of BATTLE, continued.

<i>Fire Ships and Attenders.</i>	<i>Rate.</i>	<i>Ships Names.</i>	<i>Men.</i>	<i>Guns.</i>	<i>Command.Names.</i>	<i>Division.</i>	<i>Squadron.</i>
Phaeton.	3	* Plymouth. —	340	60	Mayn	Sir Cloudesly Shovel, Rear- Admiral.	Red.
Fox.	4	Ruby. —	230	50	Mease		
Strombelo.	3	Cambridge. —	420	70	Leftock		
Hopewell.	4	Oxford. —	230	50	Wisheart		
	2	Sandwich. —	660	90	Hastings		
	1	Royal William. —	780	100	Jennings		
	3	* Breda. —	—	80	Lambert		
	3	Kent. —	460	70	Nevill		
	4	St. Albans. —	230	50	Fitzpatrick		
	3	Swiftsure. —	420	70	Clark		
	3	Hampton Court. —	460	70	Graydon		

The LINE of BATTLE, continued.

<i>Fire Ships and Attenders.</i>	<i>Rate.</i>	<i>Ships Names.</i>	<i>Men.</i>	<i>Guns.</i>	<i>Command.Names.</i>	<i>Division.</i>	<i>Squadron.</i>
	3	Grafton —	460	70	Bokenham		
	3	Restauration —	460	70	Gother		
	4	Greenwich —	230	50	Edwards		
Flame	1	London —	730	100	Aylmer		
Roebuck	1	Britannia —	780	100	Mitchell — — — }	Russel,	Red.
					Fletcher — — — }	Admiral.	
Vulture	1	St. Andrew —	730	100	Churchill		
Spy	4	Chester —	230	50	Gillam		
	3	Eagle —	460	70	Lake		
	3	Rupert —	400	60	Beaumont		
	3	Elizabeth —	460	70	Fairburn		

The LINE of BATTLE, continued.

<i>Fire Ships and Attenders.</i>	<i>Rate.</i>	<i>Ships Names.</i>	<i>Men.</i>	<i>Guns.</i>	<i>Command. Names.</i>	<i>Division.</i>	<i>Squadron.</i>
	3	Burford —	460	70	Harlow		
	4	Centurion —	230	50	Wivell		
	3	Captain —	460	70	Jones		
	3	* Devonshire —	80	80	Hawton		
Extravagant	1	Royal Sovereign	815	100	Sanders	Sir Ralph	Red.
Wolf	2	Royal Katherine	540	40	Cornwall	Delaval,	
Vulcan	4	Bonadventure	230	50	Hubbard	Vice-Ad.	
Hound	3	* York —	340	60	Dean		
	3	Lenox —	460	70	Munden		
	2	St. Michael —	600	90	Hobson		

[The Ships which have this Asterick * before their Names, were not with us when we engaged.]

DUTCH SHIPS of the Line of Battle.

Lijste vande Hollandse Schepen.

<i>Rangh.</i>	<i>Schepen.</i>	<i>Manscbappen.</i>	<i>Canon.</i>	<i>Capiteijnes.</i>
2	Noorthollandt	350	68	<i>De Jaugh</i>
1	Zeelandt —	500	90	<i>Schout-by-Nacht-Everts</i>
3	Zirckzee —	325	60	<i>La Palme</i>
4	Tergoes —	225	54	<i>Carent. Martens</i>
3	Gelderlandt R.	324	64	<i>Vander-Scolck</i>
4	Zeyft —	200	40	<i>Wilschut</i>
3	Veere —	324	62	<i>Moffelman</i>
4	Vlaeringe —	210	50	<i>Bückim</i>
1	Koning William	525	92	<i>Vies-Admiral V. Putte</i>
2	Eerst Edele —	400	74	<i>Den Boer</i>
4	Medenblick —	210	50	<i>Hülschen</i>
1	Brandenbúrg	500	92	<i>Toll</i>

DUTCH SHIPS of the Line of Battle.

<i>Rangb.</i>	<i>Schepen.</i>	<i>Manschappen.</i>	<i>Canon.</i>	<i>Capiteijnes.</i>
2	Munnickendam	375	72	
4	Gaesterlandt	210	50	
2	Gelderlandt V.A	375	72	<i>Stiere</i>
1	West Frieslandt	475	84	<i>S. b. n. Muijs</i>
3	Zeelandt —	325	64	<i>Schriever</i>
3	Haerlem —	325	64	<i>Maenaert</i>
4	Ripperda —	210	50	<i>Lijnslager</i>
2	Slat Muyden —	375	72	<i>Vander Diffe</i>
1	De Prins —	540	92	<i>Admiral Almondee</i>
2	Etswaüt —	375	72	<i>Graeff V. Nassau</i>
4	Schatterchoeff	210	50	<i>Wassenaer</i>
2	Twent —	375	72	
3	Leyden —	325	64	<i>Decker</i>

DUTCH SHIPS of the Line of Battle.

Rangb.	Schepen.	Manſchappen.	Canon.	Capiteijnes.
1	Princeſs —	500	92	Vies-Adm. Scheij
3	Amſterdam —	325	64	Vander Saen
4	Stadt en Landt —	210	50	Rofs
2	Prins Caſimier —	370	70	Van Lit
2	Frifia —	370	70	Hidde de Vries
1	Baſcharmer —	478	84	Van Poel
4	Hoorn —	210	50	Van Veen
3	Veeleúve —	335	64	Brakel
1	Caſteel. Medenblick	500	86	Vies-Adm. Callenburgb
4	Delft —	225	54	Vander Goes
2	Ridderſchap —	375	72	Convent
3	Maegt V. Doort —	325	64	Paradijs
1	Capt. Generael —	500	84	S. b. n. Van. Goes
2	De 7 Provinces —	400	76	De Liefde

The *Dutch* ſay they had but Twenty-ſeven of thoſe Ships joined when the Engagement was ; other accounts ſay, but Twenty-five.

Thursday, May 19, 1692. At three this Morning our Scouts made the Signal for discovering the Enemy ; so the Admiral presently made the Signal to draw into a Line of Battle, which we soon did, and made clear Ships. It being foggy, we in the Fleet did not see them until seven, when we made them to be about Fifty Sail bearing down upon us in a Line with a small Gale about the West-south-west. About eleven we began to engage. The *French* Admiral came within point blank of our Admiral, who with his Squadron lay by to receive him. Mr. *Russel*, as soon as he saw *Tourville* bring to, gave him three Cheers, which was answered by a Volley of Small Shot from *Tourville*, and was soon returned with a Broad-Side from our Admiral. The Vice-Admiral of the *French* White engaged Sir *Ra. Delavall*. In a trice we were so buried in Fire and Smoke, and had such hot Service ourselves, that we could not see or mind what others did. Between four and five, word was brought to the Captain on the Quarter-Deck that there was above Seven foot Water in the Hold, and that notwithstanding both Pumps were kept going, yet the Water increased ; and besides this, that the Powder Room was full of Water, and the Powder Barrels all swimming about, which was occasioned by a great Shot that came into the Carpenter's Store-room. The Captain sent word of this misfortune to Sir *Ra. Delavall* our Flag, who

ordered him to hasten out of the Line and career the Ship, and stop the Leaks, which we did. Some of our Powder-Barrels were so tight that the Powder in them was not at all damnified, so that out of Eighty Barrels we saved about Forty. Between six and seven, having made a bad shift to stop our Shot-holes, we set sail to recover into our station. About five the Wind came up about the South-east, and then the *French* tack'd and made away from us as fast as they could. But Sir *Cloudefly Shovel* and part of his Division being got to the Westward of them with some of the *Blue*, took them up and engaged them until nine; when they left off and drove to and fro on the tide, there being little or no wind. We lost in the Engagement seven Men, and had Eighteen wounded; most of them having their Legs shattered, or shot off above knee. The Cook, *James Duell*, was one of the first that fell. Soon after half of poor *Webber's* Face was shot away; notwithstanding which he lived two days, and almost all the time kept singing. A Shot came through my Cabin, which killed one *Kern* a *Plymouth* Man. A Gun on the Quarter Deck split, which killed two, and wounded three, one of which was Mr. *Raymond*, whose Leg was much shattered, and is since cut off. Our Long-boat was sunk at our stern. Most of the damage we received was from the Vice-Admiral of the *White*, who, finding the *Sovereign's* side too warm,
tack'd

tack'd astern and revenged himself upon us. At ten a great Ship blew up, which we suppose to be one of the *French*. We had it very foggy all night, so that we lost sight of the Enemy. But the Admiral made the Signal

May 20. at four this morning, for every Ship to make the best of his way after them. We could not see any of them until about nine, when it cleared up and we discovered them standing to the Westward with all the sail they could crowd, the Wind Easterly. At this time *Dunnoſe* bore North seven Leagues off. We made the best of our way after them, and at twelve *Cape Barfleur* bore South and by West distant about six leagues; and the Enemy was about three leagues to the Southward of us. The Wind in the Afternoon came about to the South-West, and we kept plying after them until six, when the Ebb being done, both Fleets came to an Anchor. *Cape de Hague* bore from us W.S.W. five leagues off; and the Enemy was about four miles to windward. At twelve we weighed as they did, and plyed after them all the Ebb; *viz.* until

May 21. Six this morning; when the Enemy anchored between *Ornay* and *Cape de Hague* in the *Race*; and we about a League to Leeward of them, the Wind still South-west. At nine about sixteen of the Enemy's Ships drove to leeward of our Fleet, between us and their

own Shore; which our Admiral seeing, made the Signal for the Fleet to cut and chase; which we did, leaving the Admiral of the *Dutch*, and Admiral of our *Blue* with several *Dutch* and *English* Frigates at Anchor to take care of about fifteen sail of the *French* at Anchor in the *Race*, and about thirteen without it. The General, Vice-Admiral of the *Blue*, and Rear of the *Red*, gave chase to Ten or Twelve sail to the Eastward: our Flag with his Division chased three of the *French* into *Cheirburg*, or *Sheerbrook*. About three in the afternoon we anchored off of *Cheirburg*, having the Town open, and the three Ships close under the Town. Sir *Ralph* ordered a Fireship to go in and destroy one of them, which was ashore, and had cut away his Masts; but they shot away her Boat, and so she returned without execution. Sir *Ralph* finding his own Ship too big to venture in within Gun-Shot, hoisted his Flag on board the *Saint Alban's*, and went in and battered at the Ships a little, and came out and anchored again.

May 22. Most of our Ships under the Second Rate weighed at three this morning, and anchored within reach of the Enemy's Guns, and exchanged several Shot. At ten Sir *Ralph* ordered in three Fireships; one on board her, that yesterday cut her Masts by the Board, which proved to be the *Royal Sun*. She fired a great number of Guns at the Fire-Ship but did

did no great damage to her. When the Fire-Ship was got so near her that there could be no thoughts of getting back again, they found that they could not come to lay the *Royal Sun* on Board because of the Boats which were by her side to keep them off, and her Masts which were thrust out for the same purpose. The Captain of the Fire-ship however set fire to his Ship, and left her floating with the Tide. The Fire-ship shot astern of the *Sun*, and no one expected that she would do any service. But Providence ordered it so that the Wind and Flame overpower'd the Tide, and drove her back on the only part of the *Royal Sun* where she could be lain on board, *viz.* on her Stern; and so she was burnt, having several hundreds of Men on board when she was set on fire; but *Tourville* went ashore yesterday in his Boat. She was a Ship of about 108 Guns, and by all relation as goodly a Ship as ever was seen. Another Fire-ship went aboard another Three-deck'd-ship, called the *Conquerant*, and burnt her without much opposition. When the Men in the third Ship had seen two of their Consorts thus burn, they got away as fast as they could from her, and left her to be fired by our Boats. The third Fire-ship which was sent in run aground, and was fired by her own Company, that she might not be left for the Enemy. All day we had good weather and fine Westerly Gales. At one in the afternoon we weighed, and sailed from *Cheirburg* and
joined

joined Sir *John Ashby* and Admiral *Almondee*, and at eight at night anchored four leagues from *Cape de Hague*, which bore West-south-west.

May 23. Sir *John Ashby* and the *Dutch* Admiral having left off their Chace before we came up with them, we all together at fix this morning weighed and stood to the Eastward. At ten or eleven we discovered our Fleet about two leagues to the Northward of *La Hogue*, and at two we anchored by them, they having chased into *La Hogue* thirteen sail of the *French*. In the afternoon Vice-Admiral *Rook*, and about Ten sail of Third and Fourth Rates, by the Admiral's orders weighed, and went in almost within shot of the Ships, but the Pilots would not carry them farther in by reason of the Shoal Water, besides several Banks which are on that Coast. The Vice-Admiral hoisted his Flag in the *Eagle*, and besides the Ships that were with him, he had all the Barges and Pinnaces of the Fleet to attend him, well mann'd and arm'd. In the evening he sent in a Fire-ship and all the Boats to destroy the Six Ships that lay outmost. The Fire-ship run ashore, but was got off the next day. As soon as the *French* saw our Boats with a Fire-ship coming near them, they all quitted their Ships, being afraid of being served as the poor Fellows were at *Cheirburg* the day before. Our Boat was the first that got aboard any of the Ships. Lieutenant *Paul* entered a Three-Deck

Deck Ship, and found no creature aboard, so he ordered the Boats Crew to cut Chips and lay them together in order to set her on Fire, which was soon done. My Lord *Danby* burnt his Face as he was blowing Tow and Oakum, &c. to set another Ship on fire, some Gunpowder taking fire near him. The whole mob of Boats went from Ship to Ship untill they had burnt the six, notwithstanding they were within less than Musket shot of the Town, and a small Fort of about six or eight Guns. But as the Ships were burning, their Guns which were all loaden went off, and the Bullets flying all round, so disordered all the Men on the Shore, that they quitted their Posts.

May 24. This morning all the Boats and two Fire-ships were again ordered in to destroy Seven Sail more, that were got at least a mile above the Town. The Fire-ships run ashore, and not being able to get off were burnt by our own Men; but though the Fire-ships had met with such bad success, yet our Boats met with better, and did execution even beyond expectation, for they not only burnt the seven Men of War, but also at least Twenty Vessels supposed to be Transport Ships designed for *England*, and every thing they met with so far as they went. In the whole Action (both over night and this morning) we lost not ten Men. They plainly saw King *James's* Camp and Standard near *La Hogue* from their Boats. By Noon our Boats were all returned with
French

French Colours flying as Trophies, which occasioned this mistake: In the evening the Admiral sent his Boat towards the Shore with a Flag of Truce, to know what they would have done with the Prisoners, and whether they would have them put ashore or not; but the People on the Shore thinking the White Flag was designed only to insult over them, as was done in the Morning; fired at the Boat, and would not let her come near the Land.

May 25. But one Captain *Macdonnell* was sent off with a Flag of Truce to excuse it. This Morning at eight we and the whole Fleet came to sail with small Gales between the East and South-east. At twelve *Cape Barfleur* bore North-west by West three or four leagues off. At two in the afternoon the Admiral of the *Blue*, a Vice and Rear-Admiral of the *Dutch*, with about thirty Sail anchored, being left by the General to destroy three or four more of the *French*, which we heard were ashore farther to the Eastward, whilst all the rest stood to the Northward.

May 26. Moderate Easterly Gales and thick Weather. At four this evening we all anchored at *Saint Helen's*.

May 29. Admiral of the *Blue* and all we left behind, came hither, having done nothing.

June 4. We and all the Ships that had been much damaged in the Engagement, run into *Spithead* to refit, and this day our Carpenters began to work.

A COPY of an
Account of the Engagement,

Drawn up by
Sir Cloudesly Shovel's directions.

Some of it being wrote by Himself.

T *Hursday* being the 19th of *May*, at Day-light, the Wind at South-west by West, a fine gale, and hazy weather, we saw our Scouts to Windward making the signal of the Enemy's approaching, and at broad day saw the *French* Fleet to the Westward of us standing towards us. We soon got into a Line of Battle, and were soon prepared, and lay by to receive them. We had so little Wind that it was about eleven o' clock before we joined Battle, which was begun in the Center of the Fleet. For *Tourville* in the *Royal Sun* (a glorious Ship of 106 Guns) stood directly for our Admiral Mr. *Russel* then on board the *Britannia*, a Ship little inferior to the *French* General either in Glory or Strength. Here the Fight begun; and I will do the *French* that Justice, that is, their Admiral and all his Squadron, as to declare that I never saw any come so near before they began to fight in my life. I will leave the two chief Admirals with their whole

F

Squa-

Squadrons, it may be, in as hot Engagement as ever was fought, and take a little notice of what the other part of our Enemy's Fleet did.

First, the *Dutch* who led our Van, being about Twenty-five Line of Battle Ships were attack'd by *Amphreville*, who commanded the *French* White and Blue Divisions, which consisted of about Fifteen Ships, whereof five or six were Three-deck Ships, and none had under Sixty Guns. *Amphreville* seeing himself overmatch'd in number, fought the *Dutch* at that distance, that very little Damage was done on either side.

The *French* Blue that was commanded by *Gabarel*, finding they could not stretch our Blue, joined close with *Tourville's* Squadron, and had their Station and share in the Battle, all but seven of them with our Rear Admiral of the Red.

In this Posture, Affairs stood about two Hours, by which time the *Britannia* had so beaten the *French Sun*, that I saw when he could not make use of his Main-top-sail, it being shot away, he let down his Main-sail, and tack'd from the *Britannia*. This tacking, with the Wind shifting from the South-west by West, to the West-north-west, brought the *French* Admiral a farther distance from the *Britannia*, than could be recovered the whole day; and from the *French* Admiral's first Tacking I reckon they began to run; he ever after tak-
ing

ing every little advantage to get farther from the *Britannia*.

Now our Blue happened to be to Leeward of our Line of Battle when we begun; and about seven or eight of the *French* Blue which reached a-stern of the Rear-Admiral of the Red's Division had no Ships to fight with, unless they would bear to Leeward of their Line, therefore had nothing to do. When the Wind shifted to the West-north-west, as before I took notice of (it was then about one o'Clock) with this Shift of Wind the Rear-Admiral of the Red kept his Luff, and with six of his Division and his Fireships weathered *Tourville* and all his Squadron, and broke the *French* Line, dividing the *French* Blue from the White. But our Blue with this Wind kept their Luff and weathered the *French*; upon which the *French* Vice-Admiral of the Blue, and other five or six Ships that were near him, and had never fired a Gun all day set their Sails and run. Our Rear Admiral of the Blue and his Division fell upon the Admiral of the *French* Blue and his Division, but pretended not to hinder their joining the *French* Admiral, but exchanged some Shot, and suffered them to bear athwart the Rear-Admiral of the Red, and join *Tourville's* Division.

By this time it was four in the Afternoon, when the Wind duller'd away, and a small air came Easterly, when *Tourville* and his Division with the *French* Ships near him anchor'd, the

Tide setting strong up North-east. The Rear-Admiral of the Red with that part of his Division that was with him, also anchored in half shot a-head of him, all but the *Sandwich*, who drove through the *French* as they lay at Anchor, and Captain *Hastings* in that Pass was kill'd.

The Rear Admiral of the Red found that *Tourville* mightily galled some of his Ships as they lay at Anchor, and therefore ordered one of his Fireships to drive athwart *Tourville's* Halse. The Tide running very strong, the Fireship's Captain did his Duty, but *Tourville* escaped burning by cutting his Cable, and towing from the Fireship.

Tourville soon anchored again. All this day hath been accompanied with Fogs, so that sometimes we have been obliged to leave off Fighting, though in less than Point-blank one of the other. Here we lay at an Anchor till about eight at Night, at which time our Blue drove amongst the Rear-Admiral of the Red's Division; and they together drove through the *French* Fleet; so ended the day.

This Evening in driving through the *French*, three of our Fireships were burnt, and a great *French* Ship of three Decks, but whether by accident or by our Fireships I know not.

Friday the 20th, it was mighty thick and foggy in the Morning but clear in the Afternoon, the Wind the forepart of the day Easterly. We all chased the *French* to the Westward,

ward, and this Evening the Wind shortened to the South-west. The *French* and we stopt the Flood athwart of *Cape Barfleur* and *Cheirburg*. The Rear-Admiral of the Red being mightily disabled, and finding he should have no Action in chasing with the *Royal William*, that Evening shifted into the *Kent*, a good Sailor, and that Night's Tide turned up to the Admiral.

On *Saturday* Morning the 21st, we plainly saw the *French* at Anchor in the Race of *Alderney*, and we had a fine fresh gale at South-west; but when the Flood came strong, the *French*, that is, fifteen of them, their Anchors would not hold, which obliged them to cut and stand to the Eastward along their shore. Our Admiral did the same with part of the Fleet, that is, the *Dutch* and the Admiral of the Blue rid fast to keep their Chace after the rest of the *French* that did not drive. Those Ships which cut, followed the *French* so close, that the *Royal-Sun* their Admiral, and two other great Ships run on shoar at *Sherbrook*, alias *Cheirburg*, where they were the next day burnt by Sir *Ralph Delavall*'s directions. The twelve other kept along shoar, and a little out of the Ebb-tide, so that they out-failed all our Fleet but Sir *Cloudefly Shovel* and two or three more.

Sir *Cloudefly* kept close to them, that is, sometimes within shot, but never fired, that he might not hinder his way. At Night their
Ships

Ships were got near the Shore not far from from *La-Hogue*, where they anchored. Sir *Cloudefly* anchored in sight of them, and watched them with his Boats, and rid fast all night. The next day being *Sunday* the 22^d, the Admiral and the Fleet came near them ; the *French* haled near the Shore, and pretended to defend their Ships. Our Ships and Boats were appointed for attacking them, and the Admiral appointed Sir *Cloudefly Shovel* to command the Attack, and so we rid quiet that night.

Monday Morning the 23^d, Sir *Cloudefly* fell very ill ; so *Vice-Admiral Rook* was ordered by the Admiral to command the Attack, and stood towards the *French*. The six Ships which lay outermost were soon forsaken by their Men, and our Men went on board and set them on Fire.

Tuesday the 24th, other seven of the *French* that had got farther into *La-Hogue* at the approach of our Fire Ships left their Ships, and were also burnt by our Boats. Nay, our good fortune stopt not here ; for our Boats went farther into the Harbour and burnt about Twenty of their Transport Ships.

The Names of the

FRENCH FLAG OFFICERS

Which were in the Engagement,
May 19. 1692.

Monfieur *Tourville*, Admiral.
Marquefs *De Villet*, Vice-Admiral. } *White.*
Marquefs *De Langeroon*, Rear-Adm. }

Marquefs *De Amphreville*, Admiral. } *White*
Marquefs *Lemmon*, Vice-Admiral. } &
Count *De Relingo*, Rear-Admiral. } *Blue.*

Monfieur *Gabarel*, Admiral. }
Monfieur *De Paleture*, Vice-Admiral. } *Blue.*
Count *De Colago*, Rear-Admiral. }

L I S T of the S H I P S

That were burnt *May* the 22^d, 23^d, and 24th,
1692.

<i>Ships.</i>	<i>Decks</i>	<i>Guns.</i>	
Le Soleil Royal; <i>Tourville's</i> Ship	3	106	} Burnt at <i>Cheirburg</i> , May 22.
Le Admirable	3	90	
Le Triumphant	3	76	
Le Merveilleux; <i>Amfreville's</i> Ship	3	96	} Burnt at <i>La-Hogue</i> , May 23, and 24.
Le Ambitieux; <i>Villett's</i> Ship	3	104	
Le Foudriant; <i>Rellingo's</i> Ship	3	82	
Le Magnifique; <i>Colago's</i> Ship	3	78	
Le St. Philip	3	80	
Le Etonant	3	80	
Le Terrible	3	80	
Le Fier	3	78	
Le Gaillard	2	66	
Le Bourbon	2	66	
Le Glorieux	2	60	
Le Fort	2	56	
Le St. Louis	2	56	

Besides the Sixteen Ships above-mentioned, it is confidently affirmed throughout the *Fleet*, that Three *French* Ships more were lost in the Battle; and some *French* Prisoners taken since the Engagement, say that besides them sixteen, there are Six Ships wanting, of which they can give no account, and that about
nineteen

nineteen of their Ships put into *St. Malo's*, and not above four or five of their whole Fleet got into *Brest*. We hear that two or three of them are got into *Havre-de-Grace*. Never was the like Rout known. Had the Weather not been so thick, it is highly probable that not a Ship of them had escaped us; or had our whole Fleet anchored as soon as they did, for then they had all been hem'd in between us; our whole *Blue* Squadron being got to the Westward of them, as the *Red* were to the Eastward. But the Weather was so foggy that our *Blue* drove upon them before they knew where they were got, and so were forced to drive through them. This is the excuse the *Blue* make; tho' some people blame their Conduct; particularly Sir *Cloudesly's* account, before written, doth not at all favour them. The *Dutch*, by reason there was very little Wind, could not come up all day. Their station in the Line of Battle was to Leeward of the *Red*, and there were not *French* enough to stretch the line so as to take them up; neither had they Wind enough to weather the Enemy.

June 10. I returned on board about seven in the Evening; coming from *Southampton* in an Hoy; and found all hands at work for refitting the Ship.

June 12. The Admiral sent the Captain the New Line of Battle, as also a List of the *Dutch* Squadron.

The following Order was sent to every Commander, together with the Line of Battle.

“ In case any Ship in the Line of Battle
 “ should be disabled by Shot in her Masts,
 “ Rigging or Hull, the Commander of such
 “ Ship is not upon any pretence whatever to
 “ leave his Station, until he hath first ac-
 “ quainted his Flag, or the Flag Officer next
 “ to him with the Condition of his Ship,
 “ and received his Directions therein. And in
 “ case any Commander should be wanting of
 “ doing this Duty, the next Flag-Officer is
 “ immediately to send for the Commander
 “ from his Ship, and appoint another in his
 “ room. Every part of this Article I expect
 “ should be performed in the strictest man-
 “ ner. Dated on board Their Majesties Ship,
 “ &c.”

At the same time we received Orders for Rendezvous; the Place of Rendezvous with the Wind Westerly is *Torbay*, with the Wind Easterly off of the Isle of *Bass*, or between that and *Fourn-Head*.

June 13. At four this Morning we un-moor'd, and at eleven weigh'd, and at three anchor'd at St. *Hellen's*. Soon after we weigh'd, that part of the Fleet which lay at *Spithead*, weigh'd likewise, and anchor'd, about the time we did, half way between St. *Hellen's* and *Spithead*. The little Wind we had this day was Westerly, and very good Weather.

June

June 14. About five this Morning, we and the whole Fleet came to sail with the Wind Westerly and fair Weather. At two in the Afternoon we anchored with the Flood, the *Culver-Clifts* bearing North and by East, four Leagues off. At eight at night weighed again and plyed with the Ebb to the Westward until

June 15. Two this Morning, when we anchored. At eight we weigh'd again, and at two anchor'd, the Needles bearing North-east and by North, and the *Highland* of St. *Alban's* North-north-west. The Wind continues Westerly and the Weather very good. At eight at night weigh'd again.

June 16. Fair Weather, and the Wind Northerly. At Noon, *Portland* bore North-east, distant about eleven Leagues.

June 17. The Wind and Weather continue as before. At twelve the *Start* bore North-north-east about seven Leagues off.

June 18. The Wind still Northerly and very small Gales, with thick rainy Weather. We sometimes make sail to the Westward, and sometimes lay by. At twelve the *Start* bore North-east about four Leagues off. Towards Evening we made sail off to the Southward, and stood South-south-west all night.

June 19. At six this Morning we made the *French Shore*. About ten we were ordered out of the Fleet to stand in to the Shore, having the Admiral's Brigantine, the *Shark*,

with us. We soon discovered a Vessel under the Shore, and we chased him in close under the Shore. Our Boat went within shot of him, but durst not make any attempt upon him; he proving to be a small Privateer. Our People that were in the Boats say that all along the Shore they saw Guns planted on Sconces in every little place where so much as a Boat could put in between the Rocks, two, three, four, five together in a parcel, according as the wideness of the place is to land in. We stood in with our Ship within two Leagues of the Shore, about two or three Leagues to the Westward of the Isle of *Bass*, and saw two or three considerable Towns on the Coast. At two in the Afternoon we made sail off, the Wind beginning to blow fresh between the North and East. About nine we got into the Fleet, and soon after saw several Fires on the Hills along the Coast, which we supposed to be Beacons to alarm the Coast upon sight of our Fleet. All stood to the Northward.

June 20. We had moderate Gales between the West and North-west, and hazy Weather. We kept plying to the Northward. About ten we were ordered to give Chace to two or three sail to the Eastward. We came up with them about Noon, being two or three *Dutch* Men of War bound into the Fleet. Then we judged the *Fourn-head* bore South-west by South distant about fourteen Leagues. The Admiral ordered

ordered us to keep a-head of the Fleet all Night, which we did.

June 21. Between three and four this Morning we made the *Eddy-stone* bearing North-north-east, distant about two Miles, then we tack'd and stood in to the Fleet. About nine we and the *Bonadventure* gave chase to four or five Sail, which we came up with between eleven and twelve, being the *Lenox*, *St. Alban's*, *Dragon*, *Grey-hound*, and *La Volage* Prize. The *Start* bore from us North-west about two Miles off. We had moderate Westerly Gales all day. About Noon the Weather began to be very foggy. We made Sail towards the Fleet, and

June 22. About four this Morning we happened to fall in among them, as they were laying by, the Weather being still mighty thick. At Noon it cleared up, and we saw the Land, which we took to be the *Start*; it bore North and by West about six Leagues off. There was little Wind all day between the West and South-south-west. This Evening a Ship came into the Fleet from Captain *Mease* (who was sent last week to look into Saint *Malo's*) with certain Advice to the Admiral, that about Nineteen of the *French* Fleet are in that Harbour. This day, and the next, being

June 23. we kept plying to Windward sometimes, but for the most part lay by, having little Wind Westerly and Southerly. This morning a Consultation of Flag-Officers was held

held aboard the General; and we hear it was resolved to go towards Saint *Malo's*, to see whether or no any thing can be attempted there. At Noon the *Start* bore North by West about seven Leagues off. Towards Evening we plyed to the Southward with a small Gale at East-south-east.

June 24. This Morning the Wind sprung up fresh Northerly with filthy rainy Weather. Between seven and eight we received the following Orders.

“ In case of Separation by bad Weather or
 “ any unavoidable Accident with the Wind
 “ Westerly, the Place of Rendezvous is *Cape*
 “ *Farrell*; if the Wind be South-east, *Fourn-*
 “ *head*: and if when you come off *Cape Farrell*
 “ you find not the Fleet, you are forthwith
 “ to repair to *Guernsey*, and apply your self to
 “ the Governor of that Island, with whom Or-
 “ ders will be left for your farther Proceed-
 “ ings. Dated on board, &c.”

The Almanacks call this *Midsummer-Day*. It may have been so formerly; but I am sure it is not so now, for we have had no Summer yet. Good God! how it blows and rains. I dare challenge any day in Winter to compare with this *Midsummer-Day* for cold, rainy and stormy Weather? At Noon we judged the *Start* to bear North and by East half East, about seventeen Leagues off. This Afternoon the *Cornwall* spent her Main and Mizzen-Top-Masts just by us. We stand under our
 Courses

Courses to the Westward, the Wind North-west by North, and North-north-west.

June 25. Why certainly the whole Course of Nature is inverted.—Lord! here's Winter all the Year round, and the Weather as bad or worse than it was on *Midsummer-Day*! We were in hopes to have dated an end of Winter from *Midsummer-Day*, but alas, I find it will be Winter still. This Morning a *Dutch* Man of War of about sixty Guns lost her Fore-Mast and Bow-Sprit. In the afternoon we saw a Ship that had lost her Main-Top-Mast make the Signal for being in Distress. It proved to be the *Deptford*. All day we keep under our Courses. According to our Reckoning this day at Noon, the *Start* bore North-east and by North half East, distant about thirty six Leagues. The Wind continues Northerly.

June 26. This Morning the Wind began to cease, and the Weather kept thick till Noon; when it began to clear up, and we had a moderate Northerly Gale. We reckon the *Start* to bear North-east half East, about forty nine Leagues off. The Ships that have been dispersed by the Weather, begin this afternoon to get again into their Divisions. This Evening our Captain went on board Sir *John Ashby*, who acquainted him, that in the Morning a Privateer that came out of *Flushing* about nine or ten days ago, came into our Fleet, and acquainted the General, that our King had gained a very great Victory over the *French* in
Flan-

Flanders, and that His Majesty was well. We all long to hear this News confirmed.

June 27. We have moderate Northerly Gales and Fair Weather. At Noon judged the *Start* to bear North-east half East about fifty Leagues distant. We stand with an easy Gale to the Eastward.

June 28. We have good Weather and a fine Gale about the West-north-west. At eight this morning we made *Usbant* from Top-Mast-Head about nine Leagues off East-south-east from us; and at twelve it bore South-east by South distant by estimation about ten Leagues. We stand away North by East.

June 29. Fair Weather, and the Wind about the North-west. Between seven and eight this Morning, the Admiral made the Signal for the *Red Squadron* to draw into a Line of Battle. Between ten and eleven, he made the Signal to bear away before the Wind, and at Noon we were ordered out of the Fleet, to chase several Ships we saw to Leeward, at which time we judged *Usbant* to bear South-south-west half West distant by judgement about twenty two Leagues. About the same time the Fleet brought to, and got their Larboard Tacks on Board again. About two we came up with the Windward-most of the Ships we were sent after, which was a *Dutch Man* of War belonging to the Fleet, who with another *Dutch* Frigate last Night met with a *Genoese* of Fifty Guns, and twenty four Pata-
reroes

heroes and an hundred Men, and two *Portugueses* bound for *Lisbon*, and came from *Havre-de-Grace* five days ago, which he stopp'd and was now carrying them into the Fleet. Their Lading he knows not. They tell him that the News at *Havre-de-Grace* is, that the *French* have taken the Castle as well as Town of *Namure*; that there are thirty Sail of Men of War at *St. Malo's* under *Tourville's* Command ready to sail for *Brest* with the first fair Wind; that the Soldiers designed before the late Engagement for *England* being about Fifty Thousand, are still on the Coast between *Havre-de-Grace* and *La Hogue*, being kept up now to defend the Country in case a Descent be made thither from *England*. That two of King *James's Irish* Frigates had brought into *Havre* an *English* Merchant Ship of sixteen Guns about seven days ago; and lastly, that they and all Strangers which were there detained at *Havre* before the Engagement, and taken up to transport Soldiers for *England* — Besides these five we saw two Sail more to Leeward, which the *Dutch* Frigate tells us are two of our Scouts, the *Portsmouth* and *Greyhound*; so we stood in for the Fleet; where we got about ten at Night, and then made sail a-head of all to look out for Land, which we judged could not be many Leagues from us; but finding little Wind, and that come about all Northerly, we soon fell astern into the Fleet again.

June 30. This is somewhat like Summer Weather now; we have very little Wind and

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that

that Northerly, which keeps us from the *English* Shore. About six this Morning we made the Land, which we suppose to be the *Bolt*: it bore North and by East about nine Leagues off, and could not be seen upon Deck. At ten our Captain received Orders to hasten to *Plymouth* to clean our Ship, and to spare what Provisions we could to other Ships of the Fleet which wanted; which we did, and almost emptied the Ship of all manner of Provisions. At Noon the Land bore about North by West six or seven Leagues off. About four in the Afternoon we plyed to Windward, the Wind exactly against us at North-north-west, and a fine fresh Gale towards Evening.

July 1. Ever since yesterday four o' Clock we have been plying to Windward; with the Wind Northerly exactly in our teeth until nine this morning, when we had a fine Gale Westerly which carried us into *Plymouth Sound*, where we anchored about Noon; and in the Evening the Ship hawl'd into Lat-Water to clean.

July 8. I was discharged, and received my own, and my Boy's Tickets.

August 18. My Brother's Ship *Ripperda* being bound for *Portsmouth*, I am come aboard to go with him in order to set out from thence for *Oxford*.

Between eight and nine this Morning we made the Signal for weighing; and soon came to sail with all our Company, which were a small *Dutch* Frigate, and three Hoys laden with

with Beer for the *Dutch* Fleet, which we were to convoy to *St. Helen's*. The Wind blew fresh Southerly, and the Weather somewhat foggy. At ten it proved so very thick that we were forced to anchor again, before we could half turn out of the *Sound*. All the Afternoon we spent in drinking *Sparw-Water* and *Rhenish* and Sugar, which undoubtedly is the pleasantest Mixture in the World. But though the Liquor was good, yet the Company was not so pleasing, there was but one who could speak *English* with me, but seven that could not; so that very little Discourse must needs be supposed to come to my Share. Two or three of them indeed spoke a sort of *Dutch Latin*, which I could just make a shift to understand; *ex. gr. Hæc est optimus Navis: navigat in Aquâ instar Cortex; And again, Frater tuus Dux fuit valdè malè proximo mense;* meaning, I suppose, that my Brother the Captain was very ill the last month. The Doctor of the Ship (who was the greatest Latin-monger) gave me this choice Receipt to cure Sea-Sickness,

R. Carn. Porc. ʒjss.

Filo alligetur et usque ad imum Stomachum descendat; tunc sursum usque ad os trahatur: idem tervè quaterve faciendo evacuabuntur Fæces Stomachi, et patiens sanus evadet.

Probatum est per Petrum Vander-Dunck Medic. et Chirurg. Studios.

August 19. At four this Morning we all came to sail, the Weather being very good, and the Wind Westerly. About ten a *Dutch* Frigate came up with us, which was sent by Admiral *Almondee* to us to hasten us up to *St. Helen's*. At Noon the *Berry-head* bore North and by West distant three Leagues. Towards Night the Wind came Southerly, but still good Weather.

August 20. The Wind Southerly, and very good Weather. As Noon we anchored at *St. Helen's*, where we found our whole Fleet *Dutch* and *English*. This Evening I went ashore at *Portsmouth*, where I continued until

August 29. when I went from thence about ten in the Morning, and between five and six in the Evening, came to *South-hampton* in a Market-Hoy.

September 1. I came Home to the College.

——— *Pelagi tot Tempestatibus æto*
Hic Labor extremus; longarum hæc Meta Viarum.

Virg. *Æneid.* lib. 3.

Admiral *Russell's* Letter,*Dated *May 20. 1692.**Cape Barfleur, S. W. distance seven Leagues.*

YESTERDAY about three in the Morning, *Cape-Barfleur* bearing South-west and by South, distant seven Leagues, my Scouts made the Signal for seeing the Enemy. The Wind Westerly, the *French* bore down to me, and at eleven engaged me, but at some distance. We continued fighting till half an hour past five in the evening, at which time the Enemy tow'd away with all their Boats, and we after them. It was calm all day. About six there was a fresh Engagement [to the Westward of me, which I supposed to be the *Blue*. It continued calm all night. I can give no particular Account of Things; but that the *French* were beaten, and I am now steering away for *Conquet-Road*, having a fresh gale Easterly, but extreme foggy: I suppose that is the Place they design for. If it please God to send us a little clear Weather, I doubt not but we shall destroy their whole Fleet. I saw in the Night three or four Ships blow up, but I know not what they are. So soon as I am able to give you a more particular Relation, I will not be wanting.

Sir

* See *Kennet's History of England*; Vol. 3. pag. 648.
Admiral *Edward Russell* was afterwards created Earl of *Orford*.

Sir Ralph Delaval's Letter *
To the Earl of Nottingham.

On board the *Royal Sovereign*, near *Cherburg*, May 22. 1692.

I Believe it my Duty to acquaint you, That on the 21st instant, Admiral *Russell* having made the Signal for the Fleet to cut their Cables, I observed the *French* to be forced from the *Race* of *Alderney*, (where they anchored) to the Eastward; and finding that some of them endeavoured for the Bay of *Cherburgh*, I stood in for that Place; where I found three Three-deck'd-Ships of the Enemies, but so close to the Shore, and within some Rocks, that it was not safe for me to attempt them, till I had informed myself of the Road, they being hawl'd into Shoal-Water: I immediately took my Boats, and founded within Gun-shot of them, which they endeavoured to prevent, by firing at us. And that no time might be lost, I went immediately on Board the *St. Alban's*; where, for the Encouragement of the Seamen, I hoisted my Flag; and having ordered the *Ruby*, with two Fire-ships, to attend me, I stood in with them, leaving the Great Ships without, as drawing too much Water. But coming very near, they galled so extremely, and finding the Fire-ships could not get in, I judged it best to retreat without Shot, and there anchored; and immediately called all the Captains. Where it was resolved to attempt them on the Morning with all the Third and Fourth Rates, and Fire-

* See *Kenner's Hist. &c.* Vol. 3. pag. 648.

Fire-ships. But after having drawn them into Four Fathom and a half Water, I found we could not do our Business, the Water being shoal: upon which I ordered three Fire-ships to prepare themselves to attempt the Burning of them; going myself with all the Barges and Tenders, to take them up, if by the Enemies shot they should miscarry. Indeed, I may say, and I hope without Vanity, the Service was warm; yet God be praised, so effectually performed, that notwithstanding all their Shot both from their Ships and Fort, Two of our Fire-ships had good Success, by Burning two of them; the other by an unfortunate Shot was set on Fire, being just going on board the Enemy. Indeed so brave was the attempt, that I think they can hardly be sufficiently rewarded; and doubt not but Their Majesties will do them right. The third *French* Ship being run ashore, and observing the People on Board to go ashore by Boats full; I ordered the *Saint Alban's*, the *Reserve*, and others, to fire upon her, judging it might cause them to quit her: and after having battered her some time, I observed she made no Resistance. I took all the Boats armed, and went on Board her. I found abundance of Men on Board, and several wounded, but no Officers: and having caused all the People, as well those who were wounded as others, to be taken out, I set her on Fire; and had I not had notice by my Scouts, that Thirty Ships were standing with me, had sent all the *French* on shore, who are now very troublesome to me. The Ships we saw proved

to be Sir *John Asbby* and the *Dutch* coming from the Westward. We are proceeding together to the Eastward to *La Hogue*; where I am informed three or four of the Enemies Ships are; and if so, I hope God will give us good Success. I expect to find the Admiral to morrow, where I hope to hear he has destroyed some of the Enemies Ships, having left him in Chase of them last Night, standing the Eastward, and pretty near them, as I judged. My Lord, I hope you will excuse me, if I presume to pray, you will use your interest with the Queen, that a Reward may be given to the three Captains of the Fire-ships, and several of the others; for greater Zeal, and greater Bravery, I never saw. I pray you excuse for being thus tedious, and thus particular. Pray God preserve their Majesties: And that Their Arms may be ever crowned with Success by Sea and Land, shall be the Prayers and Endeavours of, &c.

✍ Captain *Heath* burnt *Tourville's* Ship, the *Royal Sun*, which was the most difficult. Captain *Greenway* burnt the other, called the *Conquerant*. The *Admirable* was burnt by our Boats. Captain *Fowlis* attempted the *Royal Sun*, but was set on fire by the Enemies Shot; yet deserves as well as the others.

On the 25th, the Admiral gave Orders that publick Prayers and Thanksgivings should be made to Almighty God on the 27th, throughout Their Majesties Fleet, for this Great and signal Victory.

POST-

P O S T S C R I P T.

OTHER Letters from the Fleet in *June* 1692, say, That there were not above Forty-two of the *English* and very few of the *Dutch* that engaged; not but that the whole Fleet burn'd with an eager desire to have come to Blows with the *French*; but because the *French* betook themselves to hasty Flight, the greatest part of the two Fleets could have no share in the Engagement. The Prisoners taken in the Engagement, assur'd us, that the *French* lost between 5 and 6000 Sea-men killed and drowned.

Thus it appears, that the Defeat of the *French* was very great: but *France* had reason to fear that this was but one part of her Misfortune; for those Ships that escaped the Fire of the *English* and *Dutch* being shatter'd; and the Dispersed, endeavouring to regain their old Harbours, being pursued by a victorious Fleet, that found herself Mistress of the Sea, 'tis probable, the Spoil'd and Disabl'd did very much swell the List of those that were Lost.

According to the Relations of *France*, *Tourville* did not engage with above Forty-four great Ships, neither does Admiral *Ruffel* allow them to exceed Fifty; — nevertheless their Fleet was much stronger, however they had disposed of the rest. For according to the exactest Lists, the Ships which at their first designing to put to Sea, composed their Van-Guard, were,

The Formidable, carrying 94 Guns.	The Pompeux, ————— 74 Guns.
The Foudroyant ————— 84	The Gaillard ————— 68
The St. Philip ————— 84	The Content ————— 64
The Magnifique ————— 76	The Glorieux ————— 64
The Orgueilleux ————— 90	The Serieux ————— 68
The Conquerant ————— 84	The Ecueil ————— 64
The Fier ————— 76	The Brillant ————— 68
The Belliqueux ————— 76	The Furieux ————— 60
The Terrible ————— 76	The Fort ————— 60
The Florissant ————— 84	The St. Michael ————— 60
The Tonant ————— 76	The Agreeable ————— 60
The Triumphant ————— 76	The Diamant ————— 60
The Couronne ————— 76	The Entreprenant ————— 58

And Eight Fire-Ships.

Those that compos'd the Main Battel, were,

The Royal Sun	104 Guns	The Courtisan	64 Guns.
The Dauphine Royal	100	The Bourbon	64
The Monarch	90	The Siren	60
The Grand	86	The Courageous	58
The Sovereign	84	The Assure	60
The Victorious	92	The Apollo	60
The Fulminant	96	The St. Lewis	60
The Ambitious	96	The Excellent	60
The Intrepid	84	The Arrogant	60
The St. Esprit	74	The Prince	60
The Illustrious	70	The Fleuron	58
The Amiable	68	The Temeraire	54
The Henry	64	and Eight Fireships.	

The Rear-Guard was compos'd of these that follow,

The Marveilleux	94 Guns.	The Entendue	60 Guns.
The Admirable	90	The Maure	52
The Vainqueur	84	The Perle	56
The Brave	60	The Heureux Retour	52
The Sans Pareil	60	The Fidelle	48
The Just	64	Another of	54

Seven lesser Vessels, 26 Flutes, and 14 Long Barques.

This Fleet contain'd above 70 Capital Ships, besides the lesser Vessels; though it does not appear by any Relation we meet with, that it was so numerous; and they that gave out this List, without doubt designed to let us see, that if the *French* Ships could all have joined, they would have equal'd the *English* and *Hollanders* — If Monsieur *Tourville* engaged, though inferiour in number to those he attack'd, 'twas That he should have better consider'd; or if he could do no otherwise, or that the Contempt of his Enemies spurr'd him on; Heaven was willing therein to favour the Confederates, and at the same time to free *Europe* from the fear of those Fetters, wherewith she had long been terrified.

F I N I S.



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